Fresh as when

the baker put them in

is the way the "In-er-seal Patent

Package" brings your biscuit, crackers

and wafers to you. Air tight

and proof against moisture,

dust, odors and germs, this

package preserves the

goodness, freshness and

crispness of its con-

tents all the way

from the baker

to you.

which whether the majority of these visitors were saved or were drowned.

The forty long-shoremen were in the forward part of the ship. I have no means of knowing and neither have our other officers, whether they succeeded in getting out or not. There were also some stokers in the coal holes. Both the long-shoremen and the stokers were below the fire and it may be that when they tried to make their escape they were unable to get through the flames above them. If they were burned to death their bodies must be on the starboard side of the ship. We have gone all through the pert side and there are no bodies inter. The heat on the starboard side is till so great that it has been quite impossible to make any explorations there. Unless we can get this fire out soon and the vessel gets a chance to cool off, it may be a week or more before any body will be able to go through the Sternboard side.

any body will be able to go through the star-board side.

"R. Nierich was the captain of the Bremen. He was ashore when the fire started and when he got to the piers a wall of fire shut him off from his ship. I never saw a man more deeply affected. For a time he was almost beside lamself. The only other officer we carried be-sides the ones I have mentioned as being aboard and myself, was Heinrich Albers, the senior fourth officer. Last night I had a talk with Theodore Rien, one of the stewards, and an much officer. Last night I bad a talk with heodore Rien, one of the stewards, and anther steward whom he called Max. Both less men jumped from the Bremen after she ad been towed out into the river, and they out to told me they thought everybody had acceeded in getting off the ship, but they were nite certain that several were drowned."

Mr. Meyer went on to say that the Bremen ad taken on a considerable portion of her argo at the time she was caught in the flames and that longshoremen were at work taking it some of the cargo which she had brought. Practically all the freight on board consted of cotton, rice, fertilizer and spirits, he rice and the fertilizer were being distarted. Mr. Meyer said that a good par the cotton was in that part of the hold from bout amidships aft.

Mr. Meyer said that between the time the deamer was towed from her pier to the time the deamer was towed from her pier to the time the was run aground off Weehawken, thieves had gone through the cabius and all the officers' puriers and had stolen everything of value of the following that it was all burned. From the fact that each of them has lost valuables in the way of jewelry, they are inclined to believe that tolen. Mr. Meyer felt particularly badly wer the loss of a German chronometer. This varch had been given to his father for distinguished braveny in saving lives from a vecked salling vessel in 1865, when he was a command of the German ship Hansau. At he death of his father Mr. Meyer received he watch and he had carried it every day until aturday. When he went ashore he left it a waisteoat in his cabin. He also lost some ther articles of jewelry. It is believed that he theyes boarded the ship from the tugs with the she was surrounded after she left her left.

But these thieves were no more bold than the souvenir hunters were annoying all day yesterday. They climbed aboard on the port side and considered anything that they found which they wanted to be their legitimate proy. They swarmed into the officers quarters overhauled their papers, went through chests of drawers and attempted to take away everything that wasn't nailed. For a time they escaped Mr. Meyer's notice, but he found out after a time what was going on, and stanford a man at the entrance to the cabin with orders to allow no one to get in.

While The Sun man was aboard, a steam launch with the name Yale at her stern, steamed alongside with a party of men aboard. The aunch had been there but a few minutes when Mr. Mayer saw one of the men reach a pike over onto the Bremen and pull two large red blankets aboard the launch. He said nothing for a while, but kept his eyes open. A few few minutes inter the pike was again extended and a rug and a German flag which had been rolled up was fished over onto the launch. Then Mr. Meyer got mad. He drew himself up as straight as he could and yelled:

"Yale, ahoy! What the devil are you doing there? Wont you leave me my blankets? They are about all I have left."

"Sure," yelled back a man from the launch, and the two red blankets were thrown back upon the blistered deck of the Bremen. Then the launch started away, but Mr. Meyer had something more to say.

"Yale, ahoy!" he shouted, "Put back that

o protect property."

While the Bremen is badly burned, her decks and some of the other woodwork are still lates and twisted the frame work that it does not seem that what is left of the ship can be repaired. The probabilities are that, if there shall be a North German Lloyd Bremen

Of the men at St. Vincent's Hospital, Herman Lust was too badly affected by the shock and by his injuries to talk, but the two other men. Emil Widenhammer and Gustav Kuhne, told stories of their escape and rescue. Kuhne was chief cook on the Bremen, and was up on the turtle deck of the steamship when the fire started. He said the first he knew of the blaze was when a great mass of flame shot over and around him. There were several women and children, visitors to the vessel, on the deck where he was, he said, and when the fire swept over the Bremen they all jumped overboard into the water. Kuhne did not watch them, he said, but there were several tugs close to the burning steamship, and he thought they were all picked up. He, himself, had his right arm burned, and in his excitement, while running along the deck to escape from the flames, he ran into a windlass and broke his nose. His scalp was also cut and one of his eyes badly bruised. Kuhne jumped overboard and swam to a pier. Someoody threw him a rope and pulled him ashore.

scalp was also cut and one of his eyes badly bruised. Kuhne jumped overboard and swam to a pier. Somebody threw him a rope and pulled him ashore.

Windenhammer, a fireman on the Bremen, was below when the steamship caught fire. He heard cries and ran up on deck. The vessel was already being towed out into the river, with her upper works ablaze. He helped, he said, to lower the ship's lifeboats. Many of those on the Bremen, he thought, were saved with her own boats. He got into a boat which was crowded so full that it was in danger of swamping, but the party managed to row it down to the Hamburg dock, where they got ashore. In the boat with Widenhammer were a paymaster of the Bremen, a woman and a little boy and several stewards and sailors.

Widenhammer said there were seventy firemen on the Bremen, and a large number of visitors were also aboard. The confusion was so great that he could not see how many of those who were below at the time escaped lie thought many of them must have been unable to reach the deck, the flames spread so rapidly. It seemed to him only eight or nine minutes from the time he heard the first cry of fire till the whole upper part of the ship was ablaze. He was burned before he could get off the vessel.

His cap caught fire.

Hammond Becker, electrician on the Bremen, was slightly burned on the right hand. He saved himself by jumping from the stern while the ship was in midstream. He said the hatches were not closed, but many couldn't get on deck because the smoke was so dense. They could not find the stars, lie was in the electric machine room and ran up four flights of stars. When he reached the top his cap was on fire. He threw it away, ran to the stern and jumped. He was picked up by a boat from a coal barge. A boat from the Kaiser Wilhelm der Grosse finally took him aboard. Becker says there was a large party of visitors aboard, among them a number of women. These were lowered in a boat, which turned over. The women were picked up by a small boat. There was a large number of machinists, engineers and fremen trying a new boiler. The third engineer, Walbizot, was with them. They were taken out at 11 o'clock on Saturday night.

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Haimen Glodde, an oiler, says he was on deck chior a crane. He ran to stop the electric machinery. Before it could be stopped everything was burning. He lowered himself by a rope to a boat, at d was taken on a boat from the Kaiser Wilhelm der Grosse. Glodde says many men were below decks.

Chief Engineer Charles Root of the Morgan Seamship Line's fire fighting tug El Amigo, said yesterday that much of the credit of saving the Pennsylvania pier on the New York side from burning was the to Superintendent Benjamin F. Burdick of Pier 37 of the Morgan ine. The steamship Bremen, with her upper works sablaze, was diffing broadside on toward the lier, and a number of tugs, which were on the western side of the big shir, throwing streams of water on her, were only pushing her further in. Their captains could not see how near the New York piers they were getting. Capt. Burdek, who was on the Li Amigo, saw the Ganger, and had the tug run around the stern of the steamship. The tug pushed the stern of the steamship there are the stern of the steamship. The tug pushed the stern of the steamship the

pushed further upstream. The ship had been left before that to take pretty much her own course, because there had been no one at the head of things. A deckhand of the Fl Amigo also climbed up on the Bremen's stern, and hawsers from half a dozen tugs were made fast to her. The vessel was then towed steadily up the stream to the place where she was beached. Her decks were ablaze, but the strong northwest wind kept the heat away from her stern, where Capt. Burdick had taken his stand. The chief engineer of the El Amigo said he looked into a lover deck port of the Bremen. The first thing he saw was an electric light, indicating that a dynamo was running. This, he said, showed that there was not very great heat in the lower parts of the ship. He did not see any men on the lower deck.

THIS COAL PASSER MAY DUI.

THIS COAL PASSER MAY DUE Emil Neubauer, a coal passer on the Bremen, one of the half drowned and shivering men taken to the Hotel Hudson, became so ill resterday that he had to be removed to St. Mary's Hospital. His left arm had been burned and he had received internal injuries. Little hope was entertained for his recovery.

## TWO CHILDREN RESCUED

Two of the youngest victims of the fire who were taken to St. Mary's Hospital were Walter Bretthauer, 8 years old, and his brother, Curt, aged 5, sons of Henry Bretthauer, a saloon-keeper of 130 Hudson street, Hoboken. The boys came to this country from Germany only seven weeks ago. On Saturday they went with their nurse, Mary Durack, to visit a stew-ard named August on the Bremen. Soon after boarding the boat the fire started. According to the story which the children tell the steward cried: "Leave the children, Mary, and I'll save you!"

cried: "Leave the children, Mary, and I'll save you!"

Mary refused to leave the children. Then, the children say, the steward put them aboard one of the small boats on deck, but while it was being lowered one of the ropes parted and two women fell into the water and were drowned. The boat, after reaching the water, took fire and the children were rescued by the crew of a small boat. Walter was severely burned about the head and Curt had one leg burned. Their nurse says she tried to put them aboard two tugs nearby, but the cartains refused to take them, saying they had no room for children.

## BARGES SAVED HUNDREDS.

### One Tow Carried Off 300 Men -Twenty-two of These Freight Boats Lost.

Of the many canalboats, cotton lighters and coal boats that were clustered about the big steamships and the piers where the fire started thirty-seven had been definitely accounted for as either lost or saved, last night. Twenty two of these, with their cargoes, were lost The others drifted downstream ablaze and were stranded. Among the latter was Capt Timothy Rafferty's big coal boat George Notaddition to the barges that were burned or sunk there was a pile-driver, owned by R. J. and P. H. Stats, lost at the Fourth street pier of the Thingvalla line. The five men aboard her, who had been at work on the 180-foot extension of the pier, escaped by swimming to the boathouse landings. Their dog was burned to death boats from which the grain elevator Themis was pumping grain into the steamship Main were destroyed. Three were Capt. Dennis Capt. George Rafferty's Sam J. Knapp. King, Smith and Rafferty with their crews all escaped, but Capt. King was so badly burned that he was taken to Christ Hospital. Rafferty's steam canalboat Puritan, which was in the same slip, got out in safety

The canalboats and lighters that were towed who were at work on the piers and steam ships and hundreds of them availed themselves of and said that they had saved themselves by

the launch started away, but Mr. Meyer had something more to say.

"Yale, ahoy!" he shouted, "Put back that rug and that flaz. If you think you can steal under my nose you are mistaken."

The launch put back and threw the rug and the flag aboard the steamer. Then, turning to the reporter, Mr. Meyer said:

"I cannot understand these people. I have been pestered this way nearly all day. These souvenir folks would steal the gold out of a man's teeth, if he didn't look out. And there is no policeman here to protect valuables. I do not understand why the authorities do not send the police here to protect us. If we were here in Germany, there would be three or four policemen and three or four armed soldiers aboard to protect property." boats Enterprise and Jefferson, that had been putting coal aboard the Kaiser Wilhelm der case, the cotton lighter Uno, belonging to aboard and the starin scow barge waker J.

Peck. Before the tugboat with her string of four in tow got under way scores of men swarmed over the sides of the pier and the ship and got aboard the barges. They were all towed down to the Delaware, Lackawanna and Western Rairoad piers south of the hoboken ferry. The cotton on the Uno began to blaze after she was supposed to have been saved and the rairoad men set her adrift down stream.

Capt. Kruse went back up stream to where the Saale was drifting and took 40 men from that snip.

after she was supposed to have been saved and the railroad men set her adrift down stream. Capt. Kruse went back up stream to where the Saale was drifting and took 40 men from that sinp.

"Some of them jumped oyerboard and we picked them up," said Capt. Kruse. "We took others from the rudder chains. One woman, with her clothing all ablaze, jumped overboard and was drowned. On the deck of the Saale, aft, were at least thirty men. They seemed to have a leader in their misery. If we could have got him to jump the others would have followed, and most of them would have been saved. But the leader lost his nerve. We yelled to him a dozen times to jump as he stood at the rail, but it was no use. He finally went to the other side of the ship and the rest followed him like a flock of sheep." After her work of rescue from the Saale the tugboat Nettie L. Tice went in by the most northern pier of the Hamburg-American Line and did fireboat service with two lines of hose. More than half the time the steward, Thomas Wright, had to play one of the streams on the tugboat itself to keep it from catching fire.

Another lighter, on which nearly one hundred persons from the Bremen are said to have been saved, was the cotton lighter Captain Lange, owned by the Manhattan Lighterage Company and in charge of Capt. Jack Behmer. She was pulled out by the steam lighter Dayton of the Savannah Line, with sailors and long-shoremen, as thick as fites, clinzing to the 500 bales of cotton that were piled up on her deck.

The Manhattan Lighterage Company's Texas, which lay far in by the bulkhead on the north side of Pler 3, was destroyed. Capt. Paul Buschbaum of the Texas saved himself by swimming till he was picked up by a tug. He said that two of his crew had perished.

The other boats saved by the steam lighter Dayton were the Lehigh Valley Railroad barge President, Capt. William A. Coffill, who had just delivered 110 barrels of flour stores the Pennsylvania Railroad Company's lighters Robbins and Darbey and Capt. John Dowd's Rambier.

The Da

the Pennsylvania Railroad Company's lighters Robbins and Darbey and Capt. John Dowd's Rambier.

The Darbey, Robbins and President were all in the slip between Piers 2 and 3. Capt. Coffill said that a Eureka coal barge which lay alongside the Saale was sunk in the slip. The captain was ashore. His wife and child were aboard. A cotton lighter belonging to the Starin Transportation Company, which was in the same slip with him but nearer the bulkhead, was burned at the pier. An Old Dominion barge also sank in that same slip.

Capt. William Williamson's canaiboat Amazon, which lay on the north side of the upper pier putting cotton on the Main and a Starin cotton lighter in the same slip, were pulled out and saved by the tugboats White Ash and Griswold. The Lillian, owned by Robinson, Wright & Co., with 600 bales of cotton aboard for the Main and one of the Shortland Company's cotton lighters were burned and sunk near the bulkhead between Pier 1 of the North therman Lloyd line and the Thingvalla pier. Their crews are supposed to have escaped.

The big grain boats Dixon, Capt. John Patterson, and Columbia, Capt. C. Olds, were both reported lost last night. Northing had been heard of Patterson and Olds at the Jersey City pier, where they made their headquarters.

The Pennsylvania Railroad Company's coal

BETWEEN 6 AND 7 MILLIONS LOST. North German Lloyd's Own Losses Put Under

The losses of the steamship company itself on steamships and piers are put under \$5,000,000 by the agents. The loss on merchandise and lighters burned may be \$600,000. The loss on the Campbell storage warehouse and its con-

Mr. Schwab said last night that any attempt to estimate the total lesses by the fire would, at the present time, be mere guesswork. "The the Bremen \$1,200,000 and the Saale \$800,000. Basing an estimate on these figures and upon the approximate value of our piers, I would place our own loss at a little short of \$5,000,000. We are well protected by insurance, both in outside companies and by ourselves. We are capitalized at \$29,000,000.

Pier No. 1 .- Part of which probably had gone on grain, 57 packages household goods, 250 barrels beef loads of corn, of which probably eight loads had gone on the steamship Main, balance being in barges

hardware, 50 bales tobacco stems, 1,274 bales of cot steamship Bremen by Saturday afternoon Pier No. 3-147 barrels iron, 10 cases machinery

# THE KAISER'S ESCAPE.

Some of Their Stories.

her berth at one of the docks of the lunard Line the Kaiser Wilhelm der Grosse lay yesterday, and there was little about her to tion that destroyed the other ships. Though she received a good scorching on her port side from bow to midships, Capt Engelbart said that \$2,000 would cover all the damage. All that was wanted, he said, was some white paint and, perhaps, another lifeboat. Some of the ports needed new glass, and there was a charred little else to show for the fire.

The Kaiser had been early in getting away from her pier. No sooner had the flames been communicated to the Bremen than Capt. Engelbart had his lines made loose and all was in readiness for moving. There was little steam on, barely enough, one of her engineers said yesterday, to run the donkey engine and the dynamo. But three of the tugs that swarmed around the place soon made fast to the big

steamship and she was towed out into midstream. She lay for the night opposite Fortieth street. Meantime the officers of the
Cunard Line had offered accommodations to
the North German Lloyd, and at 7 o'clock yesterday morning the Kaiser was moored in one of
the Cunard docks.

As she was the only vessel figuring in the fire
that was brought to the New York side a throng
of visitors went down to see her. Many went
to inquire about friends on her and on the other
vessels, and for a time the small detail of police
had all it could do to preserve anything like
order. As for the men on the Kaiser, all were
accounted for but four. She had a crew of
526 men in all and of the four who were absent
when the crew was called together this morning the captain said that they could probably
be found in Hobeken.

The Kaiser was a sort of a receiving ship
for the crews of the ships that were destroyed.
She had on board yesterday fifty-three men
who were not of her crew. Of these twentyone were deckhands, twenty were from the
stewards' department and twelve from the
estewards' department and twelve from the
estemate room. Among them was Fourth Engineer Soppa from the Bremen. He had a
bad bruise on his chin, which he received in
escaping from his burning vessel. Soppa
said that he was down in the engine room when
he first heard that the pier was on fire. He
did not think at the time that his own ship was
in danger, and when the men from below
scrambled to get to the upper deck he did not
join them. When, a minute or so later, he
heard the fire roaring overhead and tried to
make his escape, he found that he was cut off.
The coal port was open, and he jumped through
this to a coal barge lying alongside. He landed
on his head in the coal and was stunned for
the moment, but soon recovered and made
his way through the smoke and heat to the
pier on the other side.

"When I was making my way to the pier,"
Soppa said yesterday, "I saw men in the water
on all sides. I think there must have been
iffly of them who had jumped from

on all sides. I think there must have been fifty of them who had jumped from the Bremen, and as I went along many of them went down. Tugboats picked up some of them, but there must have been a lot who were drowned."

Withelm Lindner, 14 years old, came in for a good deal of attention on the Kaiser yesterday. Withelm is short and chubby, and he wore yesterday a pair of overalls that one of the snilors had given to him and which had to be rolled up many times to prevent his tripping. He was at the stern of the Bremen when she caught fire and soon saw that he could not escape by way of the pier. So he jumped and swam across the dock, meanwhile losing his trousers.

Few men from the Bremen, which was the nearest vessel to the Kaiser, were saved by her. The flames had no sooner given evidence that they would spread to the shipping than the biggest of all the liners was pulled out of her dock. Lines were thrown out and these were grasped by some of those who were struggling in the water. The tugboats were on hand by this time, however, and the hands on them could go about the work of rescue much more easily than could those on the big steamship. In all about ten men were taken aboard the Kaiser.

Some of the men from the Bremen who were on the Kaiser vesterday told stories of tugboat men who pulled them out of the water only after they had promised to give money. These yarns, however, werenot generally believed. One man told of a long-shoreman who had been working on the Bremen shortly before the fire and who had jumped into the water. The long-shoreman, the sailor said, swam over to a tugboat, and when he asked to be taken on board one of the deckhands said: "What is it worth?" The long-shoreman, and told them how glad he was of the way of the per a deck of the Kaiser after breakfast yesterday morning and told them how glad he was of the way in which they behaved. All of the crew had been accounted for except a few, he said, and they would probably be heard from later. The men turned out after breakfast to wipe out

### BURNED SHIPS AND SALVAGE. No Doubt of Capt. Mirow's Death-Interview

With Agent Schwab. Gustav H. Schwab, agent of the North Ger-man Lloyd Line, boarded a tug early yesterday morning and made an examination of the Main. Saale and Bremen. After that he superintended the docking of the Kaiser Wilhelm der Grosse at Pier 52, North River, and then he returned to his office in the Bowling Green Building, where he spent the remainder of the day compiling a list of the dead, the missing and the

survivors. Bremen looked to be in very bad shape, particularly the Main, which of course is a total loss outside of her hull and machinery. I have some fears, too, regarding the Bremen. She seems in a bad way, having a decided list to port and she may go over. I have no hopes of saving much of the Saale, with the possible exwe will be able to save that. The Merritt-Chapman people are now at work punping the Saale out. After that work is completed the work of raising her will be begun. No, I will not say that I consider all these steamships total losses. I have hopes that such will not be the case. The Kaiser Wilhelm der Grosse is not damaged at all. Of course she is a little

scorched, but that will not hurt her. "As to the cargo on the burned vessels, Mr "As to the cargo on the burned vessels, Mr. Bohnes, our freight agent, says that it will amount to at least \$1,500,000. The Saale was fully loaded, having a cargo of copper, merchandise and cotton. We hope to save some of this. The Bremen had a small inward and outward cargo of merchandise. The Main had 1,500 tons of slag and about 3,000 bales of cotton. As regards the loss of freight, both inward and outward bound, which was standing on the piers, it is as yet impossible to place a figure. It consisted principally of cotton, tobacco, merchandise, machinery and cement.

cement. \*

"Part of the insurance on the burned vessels is covered by ourselves and part of it by the insurance companies. The piers are entirely insured by local companies. The inward and outward freight on the piers amounts ashore.

Cart. H. Austin of the barge Leonard, owned by Wharford & Robinson, said vest-rday that he could find no trace of his boat and that she had probably gone down in the slip north of Pier I. When he went ashore, just before the fire, there was one man on board.

ward and outward freight on the piers amounts to a great deal of money, but I cannot say would work. We, of course, are not responsible for the losses to cargo on our piers or vessels for the reason that the fire cannot be traced to carelessness or negligence on our part. It was by the act of God. We had no

turpentine or other inflammable liquids on our piers. We did have some lubricating oil, but it was absolutely safe, being 300 flash test.

"Mr. Mackay of the Commercial Cable Company has offered to cable all the messages of survivors to German relatives, free of charge. All the survivors who are able to make the trip will be sent to Bremen on the Kaiser Wilhelm der Grosse which sails on Tuesday. The wounded and the families of the dead of our crews will, of course, have the advantage of the company's Seaman's Kellef Fund.

"The body of Capt. J. Mirow of the Saale has been identified beyond a reasonable doubt. Mr. Moller went aboard the Saale and found a charred body lying on the deck. Near it, however, was found a peculiar knife which the captain is known to have carried and also some lewelry which was also identified as Capt. Mirow's.

"Regarding salvage, I do not expect any large claims to be made for the salving of the Kaiser Wilhelm. She had no steam up when the fire was discovered and was hauled out by the tugs with but little damage. The salvage on the vessels will be divided among the craft engaged in the rescue. Salvage will be paid on the value of the vessels and their cargo and the captains and crews engaged in the rescue will receive money according to what they did, the time they spent and the risk they underwent.

"I also want to say that we had adequate facilities for fighting fire on our piers, but of course our fire department could do nothing against that sea of flame."

The line, Agent Schwab said, will keet upits scheduled voyages, but he is not yet certain where the steamships will dock. It is nossible that they will come to this city. Rebuilding the Hoboken piers will begin as soon as possible.

Mr. Schwab was asked if it was true that a rule of the commany required its ships to bank their fires in port; so that when the fire came they could not get out with their own steam. He said that it was the rule.

### IDENTIFYING THE DEAD.

Crowds About the Morgues Where the Bodies

Hoboken's two morgues were visited ves missing relatives and friends. Many other visitors were on hand out of curiosity, but hese received scant courtesy. Only two podies were at Hoffman's Morgue, 113 Jackon street, but scores of persons called there and left the names of missing ones. Coroner Hoffman was about the river front all day. He had men out in rowboats searching among he piles of the burnt piers for bodies. Arch Deacon William R. Jenvey, rector of St. Paul's Church of Hoboken, notified Coroner Hoff-

be buried without Christian services over their

remains," said Mr. Jenvey. "My church will be opened to receive any of them and my services are at your call."

At O'Donnell's Morgue there was only one body, that of Henry F. Kardel, a long-shoreman of 407 Bloomfield street, Hoboken, who was picked up yesterday morning in the water at the foot of Third street. Kardel's body was claimed by relatives. He was identified through a saloon card found in his pocket. On the back the saloon keeper had signed a receipt for a month's rent for a flat.

The body of the woman picked up off the Hamburg pier on Saturday night was identified yesterday in Hoffman's Morgue as Philomena Cordes, a stewardess on the Saale. She was married and lived in Bremer-Haven. She was identified by an officer and several of the crew of the Saale. Her husband is said to be employed in this city as a bartender. He was formerly a steward on one of the North German Lloyd steamers, but five years ago he and his wife separated and he left the sea. Recently Mrs. Cordes became reconciled to him. On Friday he visited her on the steamer and they arranged to go to housekeeping here.

The body of the longshoreman thought at first to be that of Charles Schumacher was identified in Hoffman's Morgue, Hoboken, yesterday as that of Fred Eriters, a fireman from the Saale.

Coroner Hoffman said late last night that the North German Lloyd Comeany had employed

the Saale.

Coroner Hoffman said late last night that the North German Lloyd Company had employed bim to bury all the dead bodies that were found. He said he would come to Bellevue today and claim the bodies at the Morgue here, He will bury them in Hoboken.

# ESTIMATE OF THE LOSS OF LIFE.

That 120 men are not accounted for of the crews of the Suale, the Main and the Bremen is the result of the efforts made yesterday by the authorities of the North German Lloyd here to muster the crews. It is only an approximate result. How many longshoremen and visitors to the vessels are missing it remains for the future to disclose. Of the fifty persons inquired for of the Hoboken police as missing. sixteen were members of the crews and thirty-

near fifty longshoremen were lost. He tabu-lates his figures this way:

KNABA, P., laborer, 651 Tonne avenue, Jersey City Heights.
KOLBE, CHARLES, Cambridge avenue, Jersey City.
KREAGEN, RICHARD, 217 Fenth avenue, New

Hoboken.
KRBSSLER, FRED, laborer, 129 Griffith avenue.
Jersey Clty.
LREDWICKSON, CHRISTOPHER, longshoreman
296 Grand street, Hoboken.
MOLLER, JOHN, laborer, 358 Fifth street, Ho-

oboken. PETERSON, JOSEPH, of the lighter Gold Dust. SCHIESEL, GEORGE, 127 Adams street. Hoboken. SCEMIDT, GEORGE, laborer, 530 Park svenue oboken.

York city. STIDDER, JACOB, laborer, 122 Mouroe street, Hoboken

Tinken, Herman, 405 First avenue, Hoboken.
WEHLAN, JOHN, 221 Jackson avenue, Hoboken.
WELDERT, CHRISTOPHER, laborer, 155 Fair
street, Hoboken.
One man on the barge Leonard reported as missing
by the captain, H. Austin

MEMBERS OF THE CREWS. BRUNNER, CHARLES, upholsterer for North Ger nan Lloyd Line, 508 Lewis street, Hoboken. DECKER, FRANK, painter, 530 East Sixth street, New York ethy.

DECKER, FRANK, painter, 330 East Sixth Street, New York city.

ELBERT, ANNA, head stewarders on the Saale, 25 Third avenue. New York.

HANGEWACHEN, GEORGE, cook on the Bremen. HARLOFF, JACOB; painter, 157 Second avenue, HODAKEN.

HARLOFF, JACOB; painter, 157 Second avenue, Hoboken.
HOCKBOR, WILLIAM, sailor on the Saale.
KRRUTNER, EMIL, fireman on the Saale.
LEBONG, —, painter. Saale, 504 East Twelfth street, New York.
OELLEGRING. ADOLPH. sailor of the Saale, 659 East 137th street, New York city.
PUNDT, HERMAN, steward on Bremen.
RICHTER, OSCAR sailor on the Main.
RICHTER, PAUL, painter on the Saale, 318 East Ninetieth street, New York city.
ROLES, DRIDRICH, first boatswain of the Main.
TELLERMAN, JOSEPH, sailor on Saale.
WALRABE, JOHN, expender on the Saale.
WEBER, OTTO, pantryman on the Main, 278 Fifth avenue, Brooklyn.

# In addition to the list of survivors published

n The Sun yesterday the following were saved and were taken to hospitals in Hoboken and this

treet hospital.

DONDLINGER, M., fireman on Saale, Hotel Hud-

DONDLINGER, M., Breman on Saale, Hotel Hudson, Hoboken.

ELM, EDNA, 211 North street, Brooklyn.

ELM, BUDOLPH, 211 North street, Brooklyn.

ELM, Mrs. ROBERT, 211 North street, Brooklyn.

GANTIZ, D., steward on the Saale.

GUARDINO, AURRILO, longshoreman, 115 Elizabeth street, New York; Hudson street hospital.

HANSEN, PETER, I aborer, 25 Ogden place, Jersey

City: Hudson street hospital.

HEINEMANN, A., cleaner on the Saale.

HINDORF, A., coal passer on the Kalser Wilhelm,

HOCKFELD, JULIUS, fireman on the Main.

LAUERWALD, M. cleaner on the Kalser Wilhelm.

JUSTHE, T., fireman on Saale, Hotel Hudson, Hoboken.

JUSTHE, T., fireman on Saaie, note: Hudson, Hoboken.

LEITHNER, H., sailor on the Main.

MEIZLAHN, E., oller on the Main.

MIEMSCH, P., coal passer on the Kaiser Wilhelm.

NEUBAUER, E., coal passer on Bremen. St. Mary's

Hospital Hoboken.

NEUTZSCH, ALBERT, steward on Bremen. Hotel

Hudson, Hoboken.

PREEHSNER, E., sailor on the Saale.

PRISER, HERMAN, painter, 412 Newark street,

Hudson street hospital.

RUMBLE, L., fireman on the Saale. Hotel Hudson

Hoboken. SCAFFANI, JOSEPH, laborer, 201 Elizabeth street.

SCAFFANI, JOSEPH, laborer, 201 Elizabeth street. Hudson street hospital.
Schier. H., steward on the Main.
SCHNITH, O., second boatswain on the Main.
SCHWARTZ, T., fireman on the Saale.
STEUMAN, J., sailor on the Main.
TEUMEN, A., cleaner on the Kaiser Wilhelm.
stWonkerr, Hans, fireman on Saale, Hudson a rect hospital
WREDE, HEINRICH, steward on the Main.
ZIMMER, P., sailor on the Main.

BOLGHMANN, CHRISTIAN, sallor of the Main; Speer's morgue, Jersey City CORDES, MRS. PHILOMENA, stewardess of the Saale; Hoffman's morgue, Hoboken. EHLTERS, FREDERICK, fireman from the Saale; Holiman's morgue, Hoboken.
KARDEL, HENRY F., longshoreman; O'Donnell's morgue, Hoboken.
One unidentified body at Speer's Morgue, Jersey One unidentified body at Speer's Morgue, Jersey City. Total, 17. Twelve unidentified bodies from the Saale at the Morgue this city, one of them undoubtedly that of Capt. Mirow.

REPORTED TO BE LOST. Engineer Pierce and the mate of the lighter Texas, owned by the Manhattan Lighterage Company and burned and beached at Scu 'a Brooklyn Woman and child on ead barge lying next to A man, woman and child on a Gildersleeve grain toot, which lay at Pier 3, are supposed to have been

ADMIRAL MELVILLE HELPED. Was on Board a Tug That Went to the Rescue

W. Melville, U. S. N., who is now in this city was one man who tried to save those aboard the Saale. The Admiral had been in Brooklyn pairs on the various ships in the navy yard. -- In the afternoon he visited the Gas Engine and Power Company at Morris Heights, where some After being conducted through the works by Capt. Seabury the Admiral and the Captain went on board the tug Vancoit, which had car-

ried the party from the navy yard. "The tug pushed out into the river and the

HINIMAN.—Inborer, 254 Ninth street, Jersey City.
HOLZ, ERREST, long-shoreman, 327 Washington street, Hob ken.
HOPP, WILLIAM, laborer, 324 River street, Hoboken.
ITLITZ, FRITZ, laborer, 308 Clinton street. Hoboken.
JENZER, FRED, laborer, 204 River street, Hoboken.
JENZER, FRED, laborer, 204 River street, Hoboken.

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Biscuit, Oatmeal Biscuit, Ginger

Snaps, Handmade Pretzel-

ettes, Vanilla Wafers, tell your groceryou want those that are

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trade mark design on the

SALVAGE: SALVAGE:

Reported Demand for \$50,000 Upon the Big

that will be put in probably by nearly every tugboat owner in the harbor will amount to more than double the value of the ships themselves. Every little propeller with hardly enough force in her pumps to extinguish a bonfire did some sort of work or made a bluff at doing it, either at the piers of the North German Lloyd Line, or in the neighborhood of the burning ships. It is said that tugboats moored miles up the North River, down the bay, and up the East River flocked toward the great blaze. Some of these harbor craft could hardly make four knots, and more than a score of them were unable to send a stream as high as the upper deck of any of the de-

as score of them were unable to send a stream as high as the upper deck of any of the destroyed liners. But they sparred around the ships for an opening between the larger and properly equipped fire-fighting tugs, and nosed in whenever they found one. Then they turned on their tiny streams. The skippers and crews of the larger tugs made much game of the little fellows, and there was a good deal of sharp river men's dialogue between them.

One of the captains of the little tugs when asked how much he was going to charge for putting out the fires said, "Well, I guess I wont charge anything. I think that is a good matter for the courts to decide." A tug of the better class that was not doing very heavy work alongside the steamship Bremen was haided by a reporter who wanted to use her. He told the the skipper that his tug would be worth \$8 an hour for newspaper work. The skipper, who appears to have been a much wiser man than many of his fellow rivermen, after haggling as tug boatmen do, said he would give up his chance of salvage for sure employment at \$10 an hour, even for the space of two hours, and the reporter took the tug.

A report that the tugboats that moved the Kaiser Wilhelm der Grosse from her pier had demanded \$50,000 for their services before they would nove, and that a compromise was effected for \$40.000, was not corroborated last night by the officers of the Kaiser Wilhelm der tirosse. Second Officer Wendig said that there had been a good deal of trouble in getting tugboats to move the vessel when the alarm of fire was first given. For some reason the tugs held off until the crew of the Kaiser Wilhelm had unfastened the vessel from the dock and had started her moving away from the dock and had started her moving away from the pier. He said that he did not know how much money it was agreed to pay to the tugs boats that finally got the job, but that it was not as much as \$40.000.

Officer Wendig said that the Bremen was cast off and ready to move before the Kaiser Wilhelm der Grosse, and that if the t

# About One Hundred and Fifty Who Were to

States and all from the West, on their way to the World's Conference of the Young People's Society of Christian Endeavor in Lonnews of the destruction of the Saale in yester-day's fire at Hoboken. They were to have gone East on a special train at one minute after midnight te-night, but at a meeting this afternoon the trip was abandoned. The meeting at which this decision was reached had been called to give the members of the Unicago societies an opportunity to meet the Western pilgrims and give them a God speed. Instead it was transformed into a prayer meeting and an informal discussion of the news from New York and the prospects of continuing the journey.

York and the prospects of continuing the journey.

A telegram was received from H. N. Lathrop, the agent the Endeavorers had sent to New York to make arrangements for the ocean trip. It said:

"Cancel Chicago-Boston train. Saale burned. Have arranged berths on other ships a little later. Every passenger will get there.

"H. N. LATHEOP."

The indefiniteness of this despatch, which does not say how soon the delegates will start

The indefiniteness of this despatch, which does not say how soon the delegates will start or how they will arrive in London, has caused many of the delegates to despair of ever attending the conference. Several said the arrangements made had provided for every cent of the expense of the trip and that many of the delegates would not have extra money wherewith to meet the expense of a stop-over in Unicago or New York.

Mrs. C. B. Alexander notified the Mayor yesterday that he could draw on her to the amount of \$100 for the benefit of the fire vic-tims. The Mayor is thinking of starting a fund and all subscriptions should be sent to him. VISITORS ESCAPE FROM BREMEN

Stevens College Boy and Western Professo

fire started were Arthur Wolf, a student of Stevens Institute, class of 1901, and Prof. C. E. Burgoon of the Agricultural and Mechanical College of College City, Fex. They were in the engine room as the guests of Second Officer Raab, examining the machinery. Cinders and burning bits of cotton began to come down the ventilating shaft.

They prity made for the deck, followed by six machinists and assistant engineers. Wolf es aped by sliding down a rope to a cotton lighter, from which he was taken on board the Kaiser Wilhelm der Grosse on a rope ladder just as that ship was being towed out of the elip. Prof. Burgoon and the other men remained aboard the Bremen, from which they were taken through a coal port by the crew of a tusboat, after the Bremen had got out into midstream.

Wolf said last night that one of the Bremen's lifeboats, containing six sailors and several women, was lowered as he sind down the rope. The bow of the life beat caught on the lighter and the boat was upset. Wolf did not know what became of the women and the sailors.

# FIRE DRAWS A BIG CROWD.

Some Came From Albany and Some From All the railroads on the Jersey side did a holiday business from early mothing yesterday. News of the great disaster had incited the curious from as ar away as Phil addiphia on one side and Albany on the other. An early morning contingent of fifty Philadelph ans came up on the Pennsylvania Railroad. Trenton contributed a delegation and awark and the nearby towns sent their thou ands to Hoboken. A party of Albanians came down by the West Shore Railroad and intend the crowd of sightsers just below Weehawken, where the Bromen and the Main sent un columns of smoke as an advertisement of where the sights wort seeing were. In the evening the local trains were crowded with homebound excursionists. iday business from early morning yesterday

SAILOR DIES IN JERSEY CITY.

Survivors Doing Well. Christian Bolghman, a sallor from the Main, di-d vesterday morning in Christ Hospital, did vesterday morning in Christ Hospital,
Jersey City. The other victi is at Christ Hospital—Dennis King, Goorge Shuette and Frnest
Verner—are in a critical co. dition, and very
little hone is emert-ined for their recovery.
Both inhaled flame and smoke.
At the City Hosvital in Jersey City Adolph
Alihorn, chief officer of the Bremen; Gustave
Preavish, one of the stewards, and Rudospi
Von Elin, his wife Lena and their daughter
lda are all doing well, and their chances of
recovery are ho rly improving. Besides being
burnel about the face, Lands and arms, Chief
Officer Ahlborn's shoul er was dislocated
when he jumped from the steamer to a barge. when he jumped from the steamer to a barge

GOOD WORK BY PHENICIA'S CREW delegates, many of them from the Pacific An Officer of That Ship Says They Rescued

Seventy-four Men.
One of the officers of the Hamburg iiu r Phonicia said last night that the crew of that ves el had put out six boats when the free was at its beight and had rescued seventy-four men. These were taken on board the Phomicia and were attended by a physician attached to the ship. Yesterday they were and to various hotels in Hobokenian six of those w o were injured the worst were sent to St. Mary's Huspital. Two of the men were said to be latally injured.

Assistant Chief Dunn of the Hoboken Fire

